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less happily prefixed an extended introduction to Professor Krabbe's work. In the main this is a running interpretation of the author's work, but it is difficult at times to know whether the preface is intended as a free interpretation of Krabbe or as the independent views of Sabin and Shepard. It is an admirable preface but altogether out of proportion to the length of the body of the book and would have been better placed as an independent treatise. Students of political theory will hope that Professors Shepard and Sabine, jointly or severally, may in the near future develop their interesting views on political theory much more fully on the basis of the hopeful beginning here made.

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Johan Sverdrup. AV HALVDAN KOHT. Vol. I. (Christiana: H. Aschehoug and Company. Pp. viii, 522.)

The history of the development of responsible government in Norway centers around the life and work of Johan Sverdrup. When the Norwegian peasants, stimulated by the revolutionary movements of 1830, attempted to seize control of the government by electing members of their own class to the Storting they often found their majority rendered powerless by a cabinet responsible to the king alone. Several of their leaders, notably C. G. Ueland, realized that herein lay the crux of the situation, but they were unable to secure a change. Sverdrup became the organizer of the victory for democratic principles. Imbued with the liberal ideas of the forties he strove for a government "for and by the people." He considered the task too big for the efforts of one class; rather it required the marshalling of the liberal sentiment of the entire nation.

The present volume covers about twenty years of Sverdrup's parliamentary career (1850-1869). Professor Koht relates the story both of the statesman's early life and of his pioneer work in creating a strong liberal party. It is a history of Norwegian politics during eventful years which reveals the struggle for political democracy in the far north as a part of the great movements which then swept Europe.

Short of stature, with black hair and a swarthy complexion, in speech rapid, fiery and emotional, Sverdrup seems un-Norwegian in everything except his love of liberty. The family was indeed of foreign origin; but for more than two centuries it had been closely identified with various progressive movements in Norway, and an uncle, Professor

Georg Sverdrup, won the gratitude of the nation by his services in 1814. Johan Sverdrup was also deeply influenced by the great poet of Norwegian liberty, Henrik Wergeland. Strongly nationalistic, he took no interest in the agitation for a union of the three northern kingdoms and opposed the pro-Danish policy of Charles XV during the crisis of 1862-1864.

Professor Koht is a careful, scientific historian, and he has succeeded in keeping the various threads of his story well in hand. The style is clear and in places vigorous, but it fails to convey the impression of finish and elegance produced by writers of an older school.

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Railroads and Government. By FRANK HAIGH DIXON. (New York: Charles Scribner's Sons. 1922. Pp. xvi, 384.)

No one can leave Professor Dixon's book without feeling that the war hastened, rather than caused, the important changes in administrative policy and organization made by the Transportation Act of 1920. The emphasis upon revenue needs, and the relationship of revenue to credit conditions, which furnish the principles of the rule of rate making, appeared in the 1910 advance rate cases, and again in the rate level cases of 1914, 1915, and 1917. Dissatisfaction with the administration of the long and short haul clause led to a clear statement, in the act, of principles the commission had haltingly pronounced. The breakdown of the Newlands Act, clearly apparent when passage of the Adamson Law was forced, indicated the need for new machinery for the adjustment of labor disputes. Demonstration of the existence of problems of this character is the task of the first section of the book—"Federal Regulation, 1910-1916."

The war period (section two) is largely treated as an episode apart. During the war the continuous movement of men and materials to the seaboard was the problem faced by the transportation machinery. Federal control Professor Dixon justifies by a demonstration of the inadequacies of the competitive system. The subsequent organization, the steps taken to secure unification and economies, the labor policy—these elements of the broad problem he presents with some elaboration and much sympathy. The railroad administration, however, has lacked a charitable treatment of its activities, and such protest as may be made on that score should be registered against utilizing the